



News Letter

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December, 1961

Season's Greetings

From The
Members
and Staff
of the



Montana
Aeronautics
Commission

Betty Morgensen, Jim Monger, Peg Mitchell, Gerald Burrows, Sarah Kain,
Dick Munroe and Frank Wiley.

DIRECTOR'S REPORT

Your attention is invited to the series of articles reproduced in this Newsletter and by Thomas E. Mooney, a feature writer for several Montana newspapers.

The writer who in his observations of the operations of the Montana Aeronautics Commission no doubt reflects the thinking of many people associated with the increasing number of facets which may support or oppose the need for air transportation facilities and aviation in Montana.

The observations of this very capable and informed writer are food for thought by Montana pilots and the persons responsible for the administration of air transportation in our State and including air line officials. Flight operators, business executives and county and city airport officials and, yes, the tax payer who may or may not have ever been in an airplane.

Whatever the views of Montana people may be, it is quite apparent that the funds which finance this State Aviation Agency will be a controversial subject which will be included on the agenda for the next state legislative session.

This is good, and democracy, which is made our nation great, not only reflects the needs and

views of the majority, is often stimulated by good old American competition. If you consider airports and aviation important to you and to Montana, it is suggested that you keep yourself informed on your Montana Aeronautics Commission operations and on aviation in our State.

It is suggested that you discuss aviation and aviation needs with your State Representative and with your State Senator, and more important, inform yourself on your Legislators' views on aviation.

This is probably the last comment I will make to you as the Director for your State Aviation Agency. It has been a pleasure and a privilege to work with you and for you in this capacity for the past sixteen years.

I am sure that your next Director will very capably carry out the duties and responsibilities which you may assign to him through your representatives on the Montana Aeronautics Commission.

I am looking forward with interest to the next assignments which go with my duties as an advisor to the Commission on aviation matters.

May I wish you a Very Merry Christmas and a flying New Year. Sincerely, Frank W. Wiley.

AERONAUTICS COMMISSION IMPORTANT STATE FUNCTION

The following is a series of four articles which appeared recently in the Lee Newspapers in Montana. They were written by a veteran Montana reporter, Thomas E. Mooney. We reprint them here for your information and study. (See Director's Column)

Montana is a state which has 14 aircraft for every 10,000 persons. This does not include commercial airline equipment but it does make Montana the leader among the states on a planes-per-capita basis, except for Alaska.

Aviation enthusiasts say that amount of air travel equipment is necessary here, because of the state's great distances and wide open spaces.

About 16 years ago the Legislature recognized the growth of the aviation industry and decided the state should take a hand in airport development, pilot regulation, and a general program of aeronautics. The assembly of 1945 enacted what it called "An Act Relating to Aeronautics" and thus established the Montana Aeronautics Commission with broad powers to, as the declaration of policy says, "further the public interest and aeronautical progress. . . ."

The statute also says: "The commission shall have general supervision over aeronautics within the state. It is empowered and directed to encourage, foster and assist in the development of aeronautics in this state and to encourage the establishment of airports and other air navigation facilities."

The act established the commission's headquarters in Helena and gave the power of appointment to the governor. There are seven members, appointed for four-year terms, and they get \$10 per day for attendance at monthly meetings, with a \$500 ceiling for a year. They are chosen to represent the Montana Pilots' Assn., the Montana Municipal League, commercial airline operators, base operators, aviation education, the Montana Chamber of Commerce, and the County Commissioners' Assn.

And the law tells the board: "It may employ such clerical and

DECEMBER 17, 1903—Orville Wright makes first flight in heavier-than-air machine, rising several feet off the ground and remaining in the air 12 seconds. Three additional flights are made the same day, with Orville and Wilbur taking turns at flying the machine. The last flight, with Wilbur at the controls, lasts 59 seconds and covers a distance of 852 feet.

NOTICE: New private plane landing strip, Harrison Hot Springs Hotel, British Columbia.

NOTICE—New FAA rule to take effect December 26 will require two-way radio communications at all airports served by federally operated towers and will prohibit enroute flight through "airport traffic area." For all details please refer to our Aviation Bulletin of October 3, 1961.

DECEMBER 31, 1905—A total of 50 flights made by the Wrights this year in their third machine. Average speed for all flights, 38 miles per hour.

FEDERAL AVIATION SERVICE INSPECTION ITINERARY

CITY	AIRPORT	JAN.
Belgrade	Gallatin	11
Culberston	Municipal	17**--18*
Butte	Silver Bow	
Glasgow	City-County	10
Glendive	Municipal	24
Great Falls	International	9**--10*
Havre	City-County	8-15-22-
Helena	City-County	29
Miles City	City-County	25
Missoula	Missoula	24**--25*

*Written examination only
*Flight tests only

FOR INSTRUMENT PILOTS—The new holding pattern regulation becomes effective January 1, 1962. Consult your "Airman's Guide" for all details.

other employees and assistants as it may deem necessary for the proper transaction of its business and shall fix their salaries."

The act also created and established the State Aviation Fund. This is separate from the state's general fund and into it go, by law, "all gifts and all legislative appropriations for said fund; all moneys received from any branch or department of the federal government, or from other sources, for the purposes mentioned in this act or for the furtherance of aeronautics generally in this state."

To date, however, there has been direct appropriation from the Legislature because the 1945 session added a kicker: It ordered paid into the fund 1 cent per gallon on all gasoline purchased for the operation of aircraft in Montana.

Two of the provisions of the original act recently have brought the aeronautics commission into the limelight. These are personnel and finances.

On last June 23, Gov. Donald G. Nutter, in effect, reorganized the commission completely when he appointed four new members to the board, and reappointed one. This was done without the knowledge of Frank W. Wiley, who was the department's first director.

Later, on Nov. 10, the commission announced that one of its members, Charles A. Lynch of Billings, has resigned to become director succeeding Wiley. On the board, Lynch was succeeded by Al C. Newby of Bozeman, representing flight base operators. The shift is scheduled for Jan. 1.

In this shuffle, Wiley was retained on the commission payroll to devote his time to "airport projects and field work." His salary was not announced but Lynch will receive the \$9,000 per year specified by the 1961 Legislature as the pay for the head of the department.

Policy Change Seen

No reasons were given at the time for the shift but persons who have been probing the situation believe a general change in policy may be expected after the first of the year.

What this will be exactly is difficult to determine, but it is safe to assume additional emphasis on the aeronautics program will come from the commission

in the future, with less policy making being done by the director.

It is known Governor Nutter wants to rely more upon the actions and decisions of the various boards in the state governmental setup, with their programs and policies being implemented by the administrators.

Whether this applies to the aeronautics commission is open for discussion. Neither the governor nor Wiley appear ready to comment publicly.

Wiley's retention in the department obviously was designed to give him an opportunity to complete 20 years of state service so he could benefit from Montana's public employees retirement plan. But Commission Chairman Clarence R. Anthony of Helena goes even further. He said the board wants to benefit to the utmost from Wiley's long years of experience, both in aviation in general and in the state program. His advice is valuable, Anthony said, and the board wants to utilize the knowledge he has gained through the years.

Controversy Over Finances

The problem of commission finances is pertinent; it was important when the commission was formed, it reached the controversy stage during the 1961 legislative session, and it is certain to come back into public display when the 1963 assembly meets.

The problem is a complicated one. Legislators of 1945 certainly had in mind the creation of a fund which would help build a state civilian aeronautics program, including then badly needed local landing strips and small fields. What they did not realize—and at that time could not foresee—was the impact military aviation and defense buildups would make on the Montana picture.

In its first fiscal year, the commission had something like \$25,000 to use. Fifteen years later, its income was almost exactly 15 times that much.

Financial Problems

This sudden burst in affluence definitely speeded the airstrip and landing field development program—but it also brought on financial problems.

The 1961 Legislature—laced with members who felt the state government should have a very

limited few, if any, special funds—brought the money situation out into the open. Efforts were made to pass laws which would put the aeronautics funds, reserves in the oil and gas commission, the veterans bonus and the hail insurance funds all into the general fund.

Legislative thinking in this respect is not that the money is mishandled under the present system, but that it should be in a place where the people's elected representatives have control over it. Many prefer the unified fund system, with each Legislature making what it deems sufficient appropriations from it.

In the 1961 session, when the assemblymen got around to the \$275,000 in the aeronautics fund, they found all of it had been obligated. Said one: "Someone else beat us to it."

Backers of the special fund claim "this is not tax money. It is aviation money, raised from aviation sources and should be used only for aviation needs—not in contribution to support of state government."

That dispute is almost sure to be before the assembly again in 1963.

AIMS AT BUILDING SMALL FIELDS

Montana is a state of sparse population and wide open spaces. It is the fourth largest in the nation but there are only nine trade centers with more than 10,000 persons each. Hence, much of the population depends upon primary sources of transportation to conduct its economic life.

Advancement of the state's highway network, including secondary roads, use of rail and bus lines, and expansion of the air travel system are used to solve this problem. Aside from an accelerated highway program, the use of the airplane contributes increasingly to the conduct of the state's business.

When the Legislature of 1945 established the Montana Aeronautics Commission, it charged the board to "encourage, foster and assist" the development of aviation in the state.

Airplane Essential

In the intervening 16 years, that has been its principal program.

A study made by the School of

Business Administration at Montana State University found that "Montana's vast area, its sparse population and its rough topography create a transportation problem in which the airplane becomes of particular importance. In addition, the Montana economy presents numerous opportunities for the commercial applications of general aviation."

The extent to which modern-day Montanans use aircraft—other than commercial flights—is shown by the fact there are 984 active civil aircraft in use at the latest listing. There are 2,800 active pilots. The state has a ratio of 14.3 airplanes per 10,000 population, compared with a ratio of 4.0 to 10,000 for all 50 states.

At the present time there are nearly 150 airports of varying classifications in Montana—and the plans for more are on the drawing boards or in various stages of completion.

"The major project and responsibility of the Montana Aeronautics Commission has been to encourage and foster the development of small airports to serve Montana communities and the development of emergency and recreational airports," says a report of the MAC. To date, more than half a hundred landing fields and airstrips have been constructed through MAC participation.

Aids Through Grants, Loans

In this development program, the state works with cities, counties and branches of the federal government.

Primarily, the MAC has two methods of aiding cities, towns and counties in constructing airstrips, building landing fields and improving existing facilities. It makes grants of up to \$1,000 to finance preliminary engineering costs and it loans, interest free, up to \$50,000 for actual construction work. These loans are limited to five years and generally are repaid from the 2-mill levy which municipalities and counties may impose for airport development work. Income from terminal facilities in some instances help repay these loans, too.

"We do the things necessary to provide better facilities," says MAC Director Frank Wiley of Helena. "We are interested in stimulating airport development.

In 1960 we had 34 projects under way, that is at various stages of development. Montana was ninth in the nation in the total of those projects."

Wiley declared it is the aim of the MAC to get the best geographical distribution possible for the building of Montana airstrips, depending to a large extent upon current needs.

Usual procedure is to make an investigation of need, select a site and evaluate it, provide funds for preliminary engineering if necessary (and few communities will use their own money for this purpose when the state is ready to pick up the tab), perhaps do the actual construction through employment of engineers and rented equipment, or probably turn the construction work over to the governmental agency involved.

Typical Field

Land is secured through purchase, trades or long-term leases. The latter is a favorite when dealing with such agencies as the Forest Service or National Park Service. Usually gravel and crushed rock is added to dirt for a base, the strip is seeded to provide a turf surface and, eventually, oiled mats are provided if there is enough need. Efforts are made to get the strips at least 4,000 feet long so that up to a DC3 could be landed there in emergency if possible.

Wiley points to Elliott Field at Rock Creek, east of Missoula, as a typical auxiliary strip built by MAC at a cost of \$13,760 of state funds. It is used by forestry men, fishermen and other sportsmen, private fliers and often serves as a landing field for businessmen when the Missoula airport is socked in by fog.

Others are constructed near smaller communities; some are in remote spots where air traffic had not been able to land previously. In the latter regard, a field is being planned for Lincoln, which is on the usual air route from Great Falls to Missoula. Others are fields developed by the military during World War II and turned over to the state. One of the latter is the field near Dell, south of Dillon.

The list is long, but such communities as White Sulphur Springs, Babb, Malta, Fort Bent-

on, Plentywood, Sweetgrass, Superior, Browning, Red Lodge, Sco-bey and Bridger have landing fields. Of prime interest to sportsmen are the turf runways at Ox Bow, near Holter Dam, and Canyon Ferry, west of Townsend. Both are in the \$5,000 to \$6,000 class.

Are these fields of value?

Emergency Feature

Obviously the members of the commission, and its personnel, feel they are. They cite all the usual uses as important—flying farmers, sportsmen, businessmen—but emphasize the value from the standpoint of emergency landings.

"If only one big military jet plane makes an emergency landing on the Dell field," says Wiley as an example, "we not only have saved the life of a pilot, but we have helped keep a plane which cost from \$1 to \$1½ million from crashing. One such forced landing involves more money than our entire program."

An F89 jet costs \$1 million roughly; an F101, such as those used at Great Falls Malmstrom Base, goes at \$1½ million; an F105 costs \$4 million.

Another value of the fields—for which the military already is paying—is the part they might play in the event of a national emergency. All those connected with the MAC speak but little on this subject, but it is there. In time of great national stress, or should the U.S. go to war again, these tiny auxiliary fields might play a part in a strong national defense.

AVIATION EDUCATION FILLS NEEDS

Montana is one of the states of the Union which teaches "aero-nautics space education" in its schools.

Broken down, that means Montana's State Department of Public Instruction has a division dedicated to aviation education. "Division" in this instance is a broad term because this one entire section of state government consists of one person, plus secretarial help.

Although it is located in the education offices, the aviation education department is financed by the Montana Aeronautics Com-

mission from its funds. The 1961 Legislature, in a desire to specify this use of funds, write into an appropriation bill a "line item" providing \$16,500 for each year of the current biennium for this purpose. This was one of four "line items" designated for MAC funds by that assembly.

Other specifications made by the Legislature were for the salary of the director, capital outlays and operating expenses.

Heading up the aviation education division is Mrs. Mary Jo Janey, a personable Montanan of 10 years who has a background in both education and aviation.

Qualified For Post

Mrs. Janey, veteran of two cross-country air races, and the holder of a private pilots license, taught in Dawson County High School at Glendive for five years before taking over the state appointment last Jan. 16. Her husband, Jay D. Janey, is a publisher's representative and also is a licensed pilot. They have a young son, also somewhat interested in aviation. Mrs. Janey grew up in West Virginia and was graduated from Concord College in that state, but has made Montana her home since 1951. Her approach to aviation education combines the theory of a school teacher with the practicality of a flier who knows whereof she speaks.

"The major impact of aviation in the modern world makes us feel there is a definite need for aviation education," she said. "There is a great need for the knowledge of progress. The growth of aviation compares in importance to the discovery of the wheel; there is need for this rapidity of travel and it has many advantages, but at the same time its very scope aggravates our problems."

She sees the state aviation education system as one designed to make "young people conversant with the whole area of air and space travel. It has many ramifications in the modern world."

She says the state acknowledges the economic, social and political aspects of the air age, but is guiding its program on the theory of educating the teachers and letting them teach the youngsters. Much of this is done without the use of special classes, but as supplement to teachings in physical and social

science classes.

Space Age Learning

"We must emphasize we are not teaching our youngsters to fly," she said. "We want to provide space age learning because of the impact of airplanes on our life. There are new occupations and careers, there are many, many families now tied to the space industries, and there are countless jobs which were not even dreamed of 10 years ago."

Space age teachings overlap into many curriculum areas, she added. It even has reached into the cultural areas, with space songs and recordings as an example.

Mrs. Janey makes special classroom visitations when needed, carries out an aggressive campaign of distributing literature on aviation education and conducts two or three summer school workshops for teachers each year.

Next summer this program will be increased to four, at University of Montana units in Billings, Missoula, Dillon and Havre. In 1961, 60 teachers took part in Dillon, Havre and Billings sessions. More are expected next year.

These workshops, she said, let teachers become familiar with the world of aviation, places, weather, radio, airports, theory of flight, navigation, meteorology, and the feel of an airplane. Basic information on the space age, that of rockets, speed, orbits and natural laws, is stressed.

All of this, she added, is to get teachers to see how they and their student "fit into a world dominated by the wing."

Distributes Bulletin

The aviation education division also has prepared and distributed a bulletin describing the requirements 29 commercial airlines have for the selection and training of stewardesses. Many a high school girl who has stars in her eyes about the glamour of such a career thus learns at first hand whether she has the required education and physical standards to meet the tests.

Along with aviation education, the Montana Aeronautics Commission also has participated in other educational programs. One of the most important, Director Frank W. Wiley believes, is the distribution of a now 10-year old motion picture entitled "Montana

and the Sky."

This film, used as a promotion piece for Montana aviation and the state in general, was made with MAC funds, under MAC auspices. Sixty copies have been made and sold at cost elsewhere. Negotiations now are under way between the MAC and the state advertising department to prepare a new Montana film, at a cost of about \$25,000.

Search and Rescue

Another, perhaps lesser known, activity of the aeronautics commission is its "search and rescue" work.

MAC directs all search and rescue work on civilian aircraft in Montana, with the military being in charge should a military craft be missing.

Special equipment, stored principally in a special room at its Helena headquarters, is available for instant use by MAC personnel. Private pilots are enlisted to help where needed and the department's two planes, one of which is equipped with skis in winter, are available. Stretchers, flares, food, medical supplies and all other equipment necessary is available at a moment's notice. Portable radios are used and centralization of search direction is practiced.

Perhaps the biggest single job taken over by the state department since its founding in 1945 was the rescue work which followed the 1959 earthquake in the Yellowstone National Park vicinity.

"Others may have gotten the credit," said Wiley without remorse, "but we correlated all of the work. Planes, helicopters and other equipment acted under our centralized control. It was a big job."

On an average, there are three search and rescue missions each year.

FINANCES

Montana is one of the very few states in the Union which is financing its aeronautics development program principally on money derived from Uncle Sam.

Every time a military jet at the Malmstrom, Glasgow or any other service air base in this state buys a gallon of fuel from a civilian producer—and they buy thousands of such gallons each year—

one cent goes to the Montana Aeronautics Commission fund.

This has helped jump the income of the MAC 15 times over in the past 15 years.

This has brought nearly \$375,000 into the state fund in the past fiscal year, compared with a total income of just under \$25,000 in 1946, the first full year of its operation.

Such wealth, of course, provides problems.

When the legislators who enacted the MAC law in 1945 did so, few if any of them could have foreseen the impact of military aviation on Montana. They set up a system of financing the commission from a one-cent-per-gallon tax on all gasoline used for aviation purposes in the state.

This brought in the \$25,000 in 1946 and an average of about \$35,000 for each of the succeeding nine years.

But then came the military. Great new fields were built to handle the big jets. Montana became an integral part of the national defense effort. More and more gallons of jet fuel were used to power the giant fighters and bombers. And Montana aviation commission funds blossomed.

The tax brought the department about \$38,000 in 1955, but next year, when the jets really got going, the income was nearly \$93,000. It was \$152,000 in 1957, \$188,000 in 1958, \$273,000 in 1959, and just over \$332,000 in 1960.

That latter total, combined with \$41,680 in other earnings from fees and licenses, gave the MAC nearly \$375,000 for its work.

When legislators of 1961 looked askance at moneys which had piled up in several separate state funds, they made an effort to require that all of it be placed in the general fund. From there it would be portioned out as the assemblymen in succeeding years saw fit. The MAC fund was one of these.

It was reported to have about \$275,000 at the time; with the hail insurance fund having \$2.1 million; the veteran's bonus fund, \$800,000 to \$950,000; and the oil and gas fund, \$100,000.

If these sums had been put into the general fund they would have gone a long way toward balancing the budget. None of the moves succeeded and the plan to change

the MAC funds was dropped by its sponsors when they discovered, as one of them said, "Someone else beat us to it."

What apparently happened was that the aeronautics commission had pledged all its available money to a variety of airport development projects. While the legislators talked, someone acted.

Officials of the MAC took the attitude, and still do, that this is not general state revenue, that it is money realized from a specific source, contributed by one segment of the state's economic life and should not be under specific legislative control. The words attempt to seal our funds, were used at the time.

At any rate, the plan failed in 1961, but it is pretty sure to be back in 1963. It is known that at the present time the Legislative Council is looking into MAC moneys as a part of its general study of state funds.

"The council is on record as looking on special fund financing with disfavor, although it recognizes that in a few instances it is necessary," says a spokesman.

The council already has tentatively approved a report stating the effect of special fund financing are to deprive the legislatures of the opportunity to allocate money on the basis of need. Money for state government, its members feel, "is divided, not by a commission evaluation of present needs of all agencies, but by arbitrary, constitutional, statutory and administrative formulas."

The council has noted in the tentative draft of its report to the 1963 Legislature that even though there may not be any necessary relationship between the source of revenue and the need for expenditures, experience has shown that when programs are financed by special funds, the expenditures eventually will equal income.

That brings us back to the financial status of the MAC—and to charges that it is a rich agency, that "they can't spend all the money they have," and that it is an agency overstaffed, overendowed with physical assets, and extravagant in its spending.

Not all of these statements are true, of course. But it is a pretty fair conclusion that the aeronautics commission, blessed with a windfall of funds it did not ex-

pect, has jumped ahead in its program. And it has lived well while doing so. It has constructed, and has programmed for construction, many airfields in the past few years that would not have been built for at least another decade without the jet fuel income.

The 1961 Legislature also stepped into the picture at this level. Miffed, perhaps, by failure to convert the moneys to the general fund, the legislators wrote into one of its appropriation bills four "line items" regulating some MAC spending.

It specified the salary of the director will be \$9,000 annually, it provided \$16,500 each of the two years for aviation education, it specified \$39,015 and \$41,532 for capital outlays during the two years, and it designated operational expenses at \$90,376 and \$94,692. That director's salary of \$9,000 is not the top, but it is far from the lowest amount paid heads of other state departments.

The most recent department reports shows the operational expense funds cover commission members' meeting pay, salaries of an attorney retained on a monthly basis, an office manager, a safety and education officer, a clerk-stenographer, a janitor, and some part-time help. Also covered is travel expenditures, aircraft operation, car care and use, insurance, social security and PERS payments, general operating expenses and the purchasing of supplies.

The department has an \$80,000 building at the Helena airport, built in 1958. It operates two planes, a panel truck, trailers and other equipment. It has a well appointed headquarters and the whole appearance of a department which lives well, although it is not ostentatious.

The department has grown since its inception, but so has aviation in Montana. Whether it has grown out of pace with the rest of the state government is a matter of opinion. Certainly, it is an expanding state agency which is taking advantage of a financial boon.

Home from Korea, the pilot of a jet bomber showed friends pictures of a beautiful native lass. "Take a look," he suggested, "at one of my near Mrs."

CONGRATULATIONS !!



CERTIFICATES ISSUED RECENTLY TO MONTANA FLIERS

Charles W. Hood, Missoula, Student
Raymond J. Habel, Dutton, Student
Charles W. Stone, Dutton, Student
James A. Friesen, Havre, Private ASEL
Kenneth J. Yuhas, Helena, Private ASEL
Donald Roy Bjork, McAllister, Private ASEL
Larry H. Ferguson, Saco (Bozeman) Private ASEL
Gary Edmond Dahl, Bozeman, Student
Raymond J. Martinich, Butte, Student
David B. Bryant, Great Falls, Student
Wesley J. Fisher, Browning, Student
William D. Whitford, Livingston, Student
John Sherman Dooling, Jackson, Student
Russell D. Covey, Missoula, Private ASEL
Paul E. Tilleman, Livingston, Limited Flight Instructor
Daniel George McRae, Missoula, Student
Richard W. Peterson, Missoula, Student
Jack S. Naegele, Helena, Private
James L. Sleeter, Havre, AMEL
Delbert J. Schnitzmeier, Havre, AMEL
Carl ZurMuehlen, Helena, Student
Lawrence Anthony Chargin, Great Falls, Student
Ray J. Wayrynen, Butte, Private ASEL
Harvey Nelson Covert, Browning, Student
Randle M. Hurst, Missoula, Parachute Rigger

"What made you decide to be a parachute jumper?" Gary Moore asked a contestant on "I've Got A Secret."

"A plane with three dead engines."

M. P. A. REPORT

It looks like our summer is gone and most of the late summer and fall fly-ins are over. Now is the time when our good Hangar officers should be getting their meetings lined up and lining up their social activities.

I attended the last meeting of the Cut Bank Hangar and must report that this Hangar which I understand became inactive for a few years, is now fully rejuvenated and is really going strong. As most of you know, Cut Bank is going to host the MPA state convention next spring and they are already laying plans to have the best one yet and in my short memory that will have to be real good. Dr. Marquette and his convention committee have extended an invitation to Najeeb Halaby, FFA chief, to be our honored guest.

There has been a great deal of opposition from most of the pilots and Hangars that I've talked to on the proposed closing of the four controlled airports in the state to all aircraft without 2-way radio communications. This I can see on La Guardia Field and L.A. International, but it sure looks like it isn't absolutely necessary at the present time in our sparsely populated area. It would be a good idea if the Hangars would poll the thinking of their members and let the FAA know their feelings on this because this order is due to take effect the latter part of December.

Dues are due for '62. The 1962 dues are starting to roll in with the Great Falls and Billings Hangars leading the way. In discussing membership problems with past State President Scott Stanley, it was brought out that we are not doing a very good job of hanging on to our old members. Our total State membership stays up in good shape, but mainly because of new members which come in every year. This is an invitation to all pilots in the State who have ever belonged to our organization to send your \$5.00 membership dues to your local Hangar President or send them directly to me if you can't get ahold of him and I'll forward them to him.

I stopped in to visit the Great Falls Hangar the other evening

and was very impressed with the Camaradie which they have. They are planning a New Years Eve party at the O'Haire Manor and from the report on the preparations being made, it should be a good one. All of their meetings are social affairs with wives and girlfriends invited and they have entertainment provided. President Jim Payne and his group are really doing a good job of keeping flying enthusiasm built up in that area.

Flying interest sure does seem to be building up in the state as it should when we consider what a great state we have here to fly in.

Best wishes for a happy Holiday season. Mark Etchart, MPA President.

NEW AIRCRAFT REGISTRATION MARKS CIVIL AIR REGULATION 1, SECTION 101 (C) (2)

Civil Air Regulation 1, Section 101 (C) (2) Aircraft Registration Marks refers to all fixed wing aircraft which are newly marked after January 1, 1962, or completed remarked.

The marks shall be displayed horizontally on the vertical tail surfaces or on the sides of the fuselage, and shall be of equal height not less than 12 inches. This pertains only to new airplanes or those refinished, or which have the numbers repainted after January 1, 1961. The "old style" marking are still valid until January 1, 1966.

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Frank W. Wiley, Director
Clarence R. Anthony, Chairman
Herb Jungemann, Secretary
E. B. Cogswell, Member
Walter Hope, Member
Carl (Bill) Bell, Member
Gordon R. Hickman, Member
Al Newby, Member

* * *
R. J. (Dick) Munroe, Editor

MARCH AIR FORCE BASE, Calif.—Strategic Air Command B-47 and B-52 bombers are now flying low-level missions over a course in Central Montana that begins at Circle and ends at Bascom.

General Thomas S. Power, SAC Commander in Chief, said in announcing the flights, "The bombers will fly day missions in visual flight rule weather. Low-level flying increases SAC's combat crew proficiency, enabling the crews to perform any bombing tactics."

Both types of bombers will fly at altitudes between 500 and 1,500 feet above the highest point along the route.

The route begins at Circle, Montana, and continues west-southwest over Central Montana to the termination point five miles east of Bascom. Flight path will be in the vicinity of over Van Norman, Jordan, Edwards, Melstone and Bascom, all in Montana.

The low-level route has been approved by the Federal Aviation Agency.

General Power emphasized that the bombers will fly at subsonic speeds, so local citizens will not hear sonic booms.

"In every case, the safety of local residents and our crews will be the paramount factor in our planning," he said.

WANTED TO BUY: Piper Super Cub—at least 600 hours to overhaul, fair to moderate fabric, good appearance in and out. Prefer Sun Air high and low frequency receivers. Call Norm Hill, Hill Aviation, P. O. Box 1184, Fort St. John, B. C.

ADD: Aircraft—numerous listings, buy, sell and trade. Let us list your aircraft, no fee for listing your aircraft with us. Percentage if we sell your aircraft. Aviation Associates, 3111 McBride, Billings, Montana. Ph. 252-6054.

FOR SALE: Beech Bonanza, Model M35—1960. Cost \$30,000; sell \$20,000, 550 hours. Phone Harold Hanish, 333 Crosby, North Dakota.

FOR SALE: Aeronca Sedan, Fresh annual. Metal wings, fuselage all worked over and just covered with ceconite. New paint job. A real doll! New control cables, new battery, new compass. Two sets tires. VHF transmitter, low frequency receiver with direction finder. 1,100 total time, 500 on major. \$3,600.00, contact Dr. J. L. Cromwell, Box 420, Livingston, Montana.

FOR SALE: J3C85, metal propellor, 30 hours since major overhaul, fabric in the green, always hangared, long baggage compartment for skis and snowshoes, sharp inside and out. Jim Ford, Route 1, Box 151-A, Bozeman, Montana.

FOR SALE: 1956 Taylorcraft, Model 20, 4 place; all fiberglass, 225 H.P. Continental engine; LF, HF radio, full panel; TE and F time 325 hrs. Licensed to September 1962; light green with dark green trim; excellent condition, Price \$4,800.00. Contact R. E. Solee, D.V.M., Box 175, Miles City, Montana.

FOR SALE: 1959 Cessna Skylane; T.T. 493; full panel with Mark II Omni & LF rec., Tactair 2 auto pilot. White with maroon and coral trim. Looks and flies like new. \$11,000.00. Contact Pondera Flying Service, Conrad, Montana. Phone CR 8-3641.

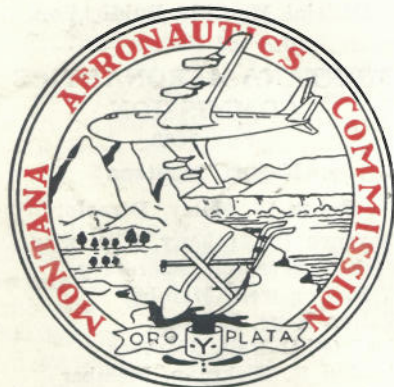
FOR SALE: Cessna 180 950 TTA&E, SMOH. Full panel lear LTRA-6 and meter; ADF-12, \$7,500. 1952 Cessna 170B OSMOH Superhomer, new license \$4,950. Stinson 108-2 with 165 HC Franklin 370 SMOH, metal wing, exceptionally nice interior and exterior, LF radio, primary panel, \$2,600. None of the above ever damaged. Contact Byron Bayers, Twin Bridges, Montana. Phone 684-5465. Will consider trades.

From a Pioneer Air Lines ad in the Waco, Texas, Times-Herald: "Two Frights Daily."

When his engine conked out, the pilot of a light plane glided to a landing on the New York State Thruway. The pilot jumped out and walked back to the only car in sight, which had pulled off the road out of his way, to ask for a lift to the closest interchange. As he neared the car the woman sitting beside the driver stuck her head out the window and said excitedly, "We'll get out of the way, mister, if you'll just show us where to go. This clown here is the only driver in the country who could start out on the thruway and wind up in the middle of an airport!"

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



News Letter

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